

## MEETING REPORT

Date: October 4, 2012

Meeting Name: Complete Streets Work Group Meeting 2

Location: LDOTD TTEC Building – Auditorium

### Overview:

This meeting served as Work Group Meeting 2 for the requirements of HCR-100 – Reconvening Complete Streets Workgroup. The meeting occurred at Louisiana Department of Transportation (LDOTD) Technical Training and Education Center, Baton Rouge, La.

### Summary:

35 attendees

Focus of Meeting 2 was to have DOTD report on implementation progress of the DOTD Complete Streets policy. The first presenter was Nick Verret, TTEC local programs manager. Mr. Verret explained that the Local Public Agency program provides training to locals to better understand the resources and programs available for locals through federal aid programs administered by LADOTD. Mr. Verret showed a short film produced by FHWA that explained how safe access for bicycle and pedestrians need to be considered on all projects funded through DOTD. FHWA has developed a number of training videos that outlines how this is done.

Connie Porter, Project DOTD Scoping Manager, presented the revised Stage 0 checklist that states that bicycle and pedestrian improvements must be considered on all projects. If not considered the requirements of the Complete Streets policy must be met. It was noted that these improvements can be considered in all stages, but the later they are introduced to the project the more costly it becomes. Ms. Porter also stated that the purpose of stage 0 is to gather information, analyze data and identify funding.

Dan Magri, DOTD Safety Administrator, stated that safety funds have been given to MPO's to develop programs to address bicycle and safety issues in their areas. Included in these programs are bicycle and pedestrian design workshops that have been brought to each MPO area of the state to train engineers and consultants on best practices for non-motorized road users. Mr. Magri gave an example of the Eden Church Road project where Local Roads Safety Program funds as well as Federal Aid funds were combined to assure Complete Streets policy was adhered to.

Peter Allain, DOTD Traffic Engineering stated DOTD is moving in the right direction on Complete Streets implementation. Between 2008 and 2012 72 miles of sidewalks have been constructed, 2843 ADA

compliant ramps and 74 push button ped-heads have been installed on State highways at a cost of \$17m.

In addition, we have standardized our drainage grates, rumble strips, and expansion joints policies to be bicycle friendly whether or not officially designated as bikeways. A discussion took place concerning developing performance measures for complete streets implementation using the base data that was collected by Mr. Allain.

Mark Chenevert, Preservation Manager explained DOTD's preservation program. The 9 DOTD districts select projects based on their priorities. ADA compliant ramps and pedestrian crosswalks are considered if a need exists. Sidewalks are not considered since they are not within the right of way of the highway, however where the right of way exists Enhancement funds have been used to add shoulders for safe bicycle access. Karen Parsons, NORPC wanted to know the process for preservation projects are handled at the district level. She would like to see more coordination with the Districts and the MPO's to look for opportunities to address pedestrian and bicycle improvements to selected projects. She would like DOTD districts to send their list of projects to each MPO quarterly to have the projects reviewed and commented on by the local planning organizations.

Finally, Simone Ardoin presented DOTD's new rumble strip policy that will soon be effective. Roads with at least 4' shoulder will have contours rumble strips with a 10' gap every 40' to accommodate bicyclists.

Going forward it was requested that DOTD assess how the actions for implementation outlined on pages 16-23 and assess the progress that has been made in addressing these strategies. It was also asked that DOTD create a flow chart of the process from concept to completion, identifying decision points and opportunities for consumer interaction.

As of now, DOTD does not have a date to hold another meeting.

